

RTIP ID# <i>(required)</i> 1163S003				
TCWG Consideration Date June 26, 2018				
Project Description <i>(clearly describe project)</i>				
<p>The interchange is located in the City of Pico Rivera, just east of the UP Railroad tracks and west of Pioneer Boulevard. On I-605, it is located between Rose Hills Road interchange 1.17 miles to the north at post mile (PM) R 15.561 and Whittier Boulevard interchange 0.9 miles to the south at PM R13.498. The project post mile range is R14.1 to R14.6.</p> <p>The project is proposed to reduce congestion, reduce weaving conflicts, improve safety, improve freeway operations, provide for all movements at the southbound interchange, and ease congestion at intersections near the Beverly Boulevard ramps. Currently, in the southbound direction, a collector-distributor road provides access to/from Beverly Boulevard via a loop off-ramp, loop on-ramp, and a direct on-ramp. There is no access from southbound I-605 to westbound Beverly Boulevard.</p> <p>The project will examine three alternatives: Alternative 1 as a No Build Alternative, Alternative 2 as a diamond configuration, and Alternative 3 as a modified diamond alternative (modified diamond includes southbound loop on-ramp), which will include a retaining wall adjacent to the western right of way line next to UPRR and a privately-owned parcel. Project common features include the southbound I-605 collector- distributor road will be removed from the mainline and the new ramps will merge/diverge directly from the mainline; a new intersection will be created on Beverly Boulevard at the ramps intersection providing access to any direction; and Class II bike lanes on Beverly Boulevard through the interchange will be provided to match the rail bridge that was recently widened over the UPRR overhead to the west.</p> <p>The Project will be designed consistent with the I-605 Corridor project to the extent feasible. The Project will utilize the existing Beverly Boulevard overcrossing which will be replaced upon implementation of the Corridor Project.</p>				
Type of Project <i>(use Table 1 on instruction sheet)</i>				
Interchange reconfiguration projects				
County	Narrative Location/Route & Postmiles: R14.1/R14.6			
LA	Caltrans Projects – EA# 34140			
Lead Agency: Caltrans				
Contact Person	Phone#	Fax#	Email	
Andrew Yoon	213.897.6117	213.897.1634	Andrew.yoon@dot.ca.gov	
Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 X PM10 X				
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>				
Categorical Exclusion (NEPA)	X	EA or Draft EIS	FONSI or Final EIS	PS&E or Construction
				Other

Scheduled Date of Federal Action:				
NEPA Assignment – Project Type <i>(check appropriate box)</i>				
Exempt	Section 326 –Categorical Exemption		X	Section 327 – Non-Categorical Exemption
Current Programming Dates <i>(as appropriate)</i>				
	PE/Environmental	ENG	ROW	CON
Start	October 2018	December 2019	January 2020	August 2024
End	July 2019	October 2023	February 2024	August 2026
Project Purpose and Need (Summary): <i>(attach additional sheets as necessary)</i>				
<p>Purpose: The purpose of this project is to reduce congestion, reduce weaving conflicts, improve safety, improve freeway operations, provide for all movements at the southbound interchange, and ease congestion at intersections near the Beverly Boulevard ramp.</p> <p>Need: The “SR-91/I-605/I-405 Congestion Hot Spots Feasibility Report” and the “Project Study Report—Project Development Support (PSR-PDS) for the I-605, I-5, and I-105” identified the southbound I-605 at Beverly Boulevard interchange as a congestion hot-spot due to the short weaving distance between the loop on and off ramps. This results in decreased safety with a higher than average accident rate and contributes to congestion on the mainline freeway in the southbound direction. Additionally, the southbound interchange does not provide for southbound to westbound movement, and surrounding intersections sometimes experience congestion as a result of congestion on the ramp.</p>				
Surrounding Land Use/Traffic Generators <i>(especially effect on diesel traffic)</i>				
The proposed project locations are adjacent to pockets of mixture of residential and commercial.				

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Opening Year	2016		2020 Alt. 2		2020 Alt. 3	
	ADT	Truck ADT	ADT	Truck ADT	ADT	Truck ADT
Location						
SB Off-Ramp	6,008	20	9,631	114	9,631	114
SB On-Ramp	7,880	85	7,958	98	7,958	98
Beverly Blvd	37,814	340	38,888	350	38,888	350

Volumes for the Build and No-Build are anticipated to remain the same.

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Horizon Year	2016		2040 Alt. 2		2040 Alt. 3	
	ADT	Truck ADT	ADT	Truck ADT	ADT	Truck ADT
Location						
SB Off-Ramp	6,008	20	9,661	176	9,661	176
SB On-Ramp	7,880	85	8,335	157	8,335	157
Beverly Blvd	37,814	340	37,859	341	38,859	341

Volumes for the Build and No-Build are anticipated to remain the same.

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

N/A

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

N/A

Describe potential traffic redistribution effects of congestion relief (impact on other facilities)

The proposed project improvements are anticipated to result in reducing delays and congestion at intersections near the Beverly Blvd ramps. By reconfiguring the ramps at I-605 and Beverly Blvd, the project provides for all movements at the southbound interchange and improves the freeway-mainline operations, hence improves the LOS in the future.

Comments/Explanation/Details *(attach additional sheets as necessary)*

As documented in the tables above, the proposed project is not anticipated to result in any significant increase in truck volumes; and is therefore considered not to be of air quality concern for particulate matters (PM2.5 and PM10).

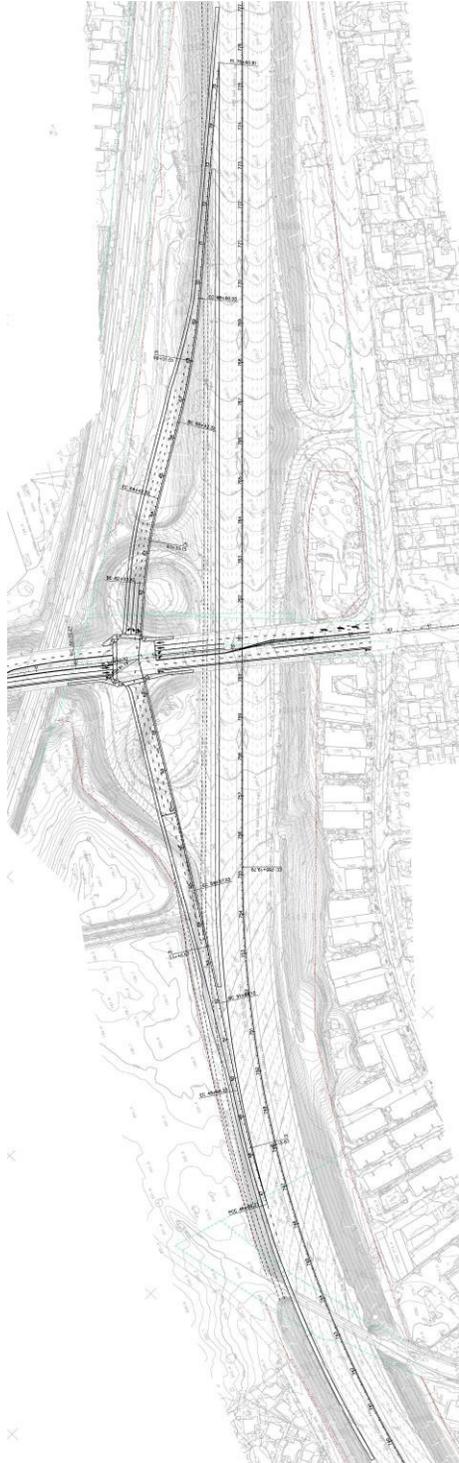


Figure 1.1 Alternative 2 (Diamond) Layout

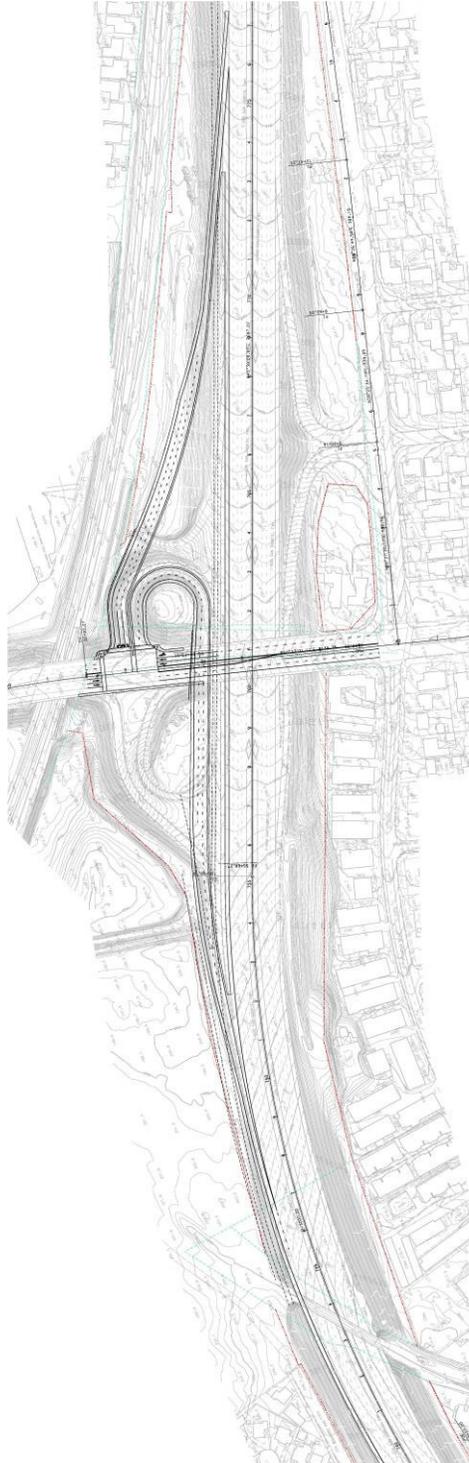


Figure 1.2 Alternative 3 (D-Ramp) Layout